

Shipping

EXPOSITION COMMISSIONERS ENTER-TAINED DURING STAY OF NIPPON

Representative Japanese of Honolulu awaited the arrival of the Toyo Kisen Kaisha liner Nippon Maru from San Francisco this morning for the purpose of extending a welcome to a trio of commissioners appointed by the Japanese government to select a suitable site for an exhibit at the Panama-Pacific Exposition.

Messrs. C. Takeda, Y. Katayama and H. Yamawaki are the three representatives who have spent some weeks on the coast and were accorded every courtesy at the hands of the directors of the big fair.

The Commission is returning to Japan, bearing among many souvenirs, several sets of moving picture films, depicting the ceremonies of selecting a site. These pictures are to be shown throughout Japan with a view of instilling a favorable sentiment in behalf of the exposition.

Captain Stevens reports a fine trip down from the coast. The Little White Yacht was alongside Alakea wharf and her 57 cabin passengers were soon scattered about the city on sightseeing tours.

The Nippon brought no passengers for Honolulu. The through list includes 11 second class and 46 steerage, for the most part Asiatics.

Purser "Tommy" McCombe is one of the moving spirits in serving to promote good fellowship and at the same time a pleasing program of sports and entertainments. A number of interesting events have been given.

The steamer has a very large cargo, amounting to nearly three thousand tons. In the specie tanks repose a million dollars in silver currency and bullion.

The Nippon Maru is scheduled to continue the voyage to Japan and China ports at five o'clock this evening.

The liner is to depart from Honolulu with fourteen additional cabin passengers.

Mail to the amount of 246 sacks arrived in the vessel.

Ventura Brings Refrigerated Cargo. A quantity of refrigerated meats and supplies is to be landed at Honolulu from the Oceanic liner Ventura. This vessel is nearing the islands and should reach port early Monday morning, according to a wireless message received at the agency of C. Brewer & Co.

The Ventura, from San Francisco, is to bring 60 cabin and five steerage passengers, with twenty-two tons of general and forty tons of ice-house cargo for Honolulu.

It is expected that the Ventura will be dispatched for Sydney, N. S. W., by way of Pago Pago, at 5 o'clock Monday evening.

Army Transports Prepare for Sea. SAN FRANCISCO, Sept. 11.—Three of the largest army transports in the Government service—the Sheridan, Buford and Crook, are tied up to the wharves at Fort Mason under a full head of steam, ready to proceed south at any time. While the officers in authority at the Western Division of the Army deny that they have received any authorization to arrange for the movement of troops toward the Mexican border, the fact remains that the three transports are today under a full head of steam, the quartermaster's office at the Presidio has brought its full force of clerks to work sorting out the tents and equipment used at the recent maneuvers ostensibly with a view of utilizing them for further maneuver service, and that the ordnance officer at the Presidio has in his possession some 1,600,000 rounds of ammunition or five times as much as he is supposed to have in time of peace.

Each transport now at the dock at Fort Mason is capable of transporting at least 1500 soldiers. Never in the history of the military service of the United States has more than eighty rounds of ammunition been listed to one man. Twice that amount is today available to the soldiers at the Presidio.

The fact that the three transports have been keeping up steam may be significant, or it may not. One thing, however, is certain—the transports are ready for any emergency. The Presidio troops are ready for any emergency. The troops of the Western Division of the Army are ready for any emergency.

Should a call to arms come today, the Western Division will be found ready. It has the guns, it has the men, it has the ammunition and it has the class of men capable of "putting" over any proposition necessary. From interviews with the commanding officer of the Western Division it seems that no immediate call to arms is contemplated. Whether it is or whether it is not, the fact seems certain that the American Army is ready.

Passing Of The Lady Operator. The proposed installation of young woman wireless operators in a number of Trans-Pacific steamers, mooted a year ago, and which resulted in Miss Mabel Kelso taking the position in

the former Oceanic liner Mariposa has not proved a success.

There is one field into which the modern female of the species cannot intrude. The government and officials of the Marconi Wireless Company have put the ban on lady operators and the visions entertained by many a ship's officer of a dainty "Spark," clad in tailored serge, wearing gold buttons and a saucy cap, tripping in and out of the wireless-room, must pass into the void of unrealized dreams.

Why the fair sex are thus prohibited from becoming licensed wireless operators with the chance of being heroines when the occasion demands an "S. O. S." is not explained except "that it is the policy of the company."

The first, last and only woman wireless operator to occupy a position on a steamer, was Miss Mabel Kelso, who until a few days ago tapped the merry keys aboard the liner Mariposa.

Diesel Engines For Fishing Craft. VICTORIA, September 12.—The fishing vessels Bay State and Knickerbocker, being built in Massachusetts for the New England Fishing Company of Vancouver, will be the first craft on this coast to be equipped with Diesel engines. These schooners are sister vessels of the modified knockabout type. They will be 126 feet long over all, 102 feet in length on the water line, 24½ feet beam and will have a mean draft of ten feet.

Interest has been aroused among shipping men by the announcement that the vessels will be propelled by Diesel oil engines. As pioneers in this field, their operation will be watched closely.

The Bay State and the Knickerbocker will be twin screw vessels and their oil engines will be divided into two units of 100 horsepower each. The new vessels should reach the North Pacific next March and will bring the strength of the New England Fish Company's fleet up to six vessels, the others being the Manhattan, New England, Kingfisher and Prospector. Plain pole masts will be used on the Bay State and Knickerbocker with no topmasts and the sail area will be cut down to 4500 square feet—less than one-half of that with which vessels of this size would be normally equipped. The schooners will burn a low grade of asphaltum oil.

Increase South American Service. An interesting phase of the development of Japanese subsidized shipping lines appears in the announcement that the Toyo Kisen Kaisha is about to add three new steamers to its line between Hongkong and the west coast of South America. About three years ago this line, under special Japanese Government subsidies which are still maintained, established a monthly service on comparatively small ships from Hongkong to Valparaiso, Chile. There was then little trade between Japan and other portions of the Far East and that portion of South America, but it was hoped that, in time, trade in either direction could be developed, hope being entertained especially that trade in Chile's nitrate exports might furnish a foundation for continuance of the service. It appears now that this export of nitrate from Chile to Japan has reached 30,000 tons annually, while there has developed a large trade in export from Japan of rice, beans, and articles of food for army supplies, as well as a large increase in Japanese furniture, silks, earthenware, and novelties. The vessels now on the run are not able to handle present traffic and it is expected that in addition to the present volume of trade Peru and Chile will soon be able to export material quantities of cotton to Japan.

Sparks From The Wireless. Several transpacific steamers en route to the islands have been heard from through late wireless messages, as follows:

H. N. S. S. Hyades, en route from Seattle for Honolulu, 8 p. m., Sept. 26, 495 miles from Honolulu. Arrive Friday evening.

M. N. S. S. Wilhelmina, en route from San Francisco, 8 p. m.—1621 miles from Honolulu, sea calm, weather fine, all well.

O. S. S. Ventura, en route from Sydney—Sixty cabin passengers and five steerage.

Ventura Report. The following wireless message has been received from the Oceanic S. S. Co.'s S. S. Ventura, bound for Honolulu from San Francisco, Cal.:

S. S. Ventura, at sea, Sept. 26, 8 p. m.—60 cabin passengers; 5 steerage passengers; 22 tons general cargo for Honolulu; 40 tons ice-house goods. Will arrive off port Monday morning.

Iwalandi on the Way With Cattle. The Inter-Island steamer Iwalandi is on the way to Honolulu with a shipment of cattle, according to a report received here today with the arrival of the steamer Kilauwa. The Iwalandi was to call at Keauhou for cattle.

TIDES—SUN AND MOON

Date	High Tide	Low Tide	High Tide	Low Tide	High Tide	Low Tide
Sept. 23	1.7	2.00	9.02	7.41	5.50	5.51
24	1.6	2.43	8.22	8.24	5.50	4.25
25	1.5	3.15	9.40	9.07	5.51	5.15
26	1.3	3.50	10.00	9.48	5.51	5.49
27	1.5	4.08	10.30	9.34	5.51	6.49
28	1.6	4.35	10.41	9.14	5.51	7.34
29	1.7	5.00	11.05	9.24	5.52	8.04

Full moon Sept. 26 at 1:23 a. m.

WEATHER TODAY

Temperature—6 a. m., 74; 8 a. m., 77; 10 a. m., 79; 12 noon, 80. Minimum last night, 74.
Wind—6 a. m., velocity 6, direction NE.; 8 a. m., velocity 2, direction NE.; 10 a. m., velocity 8, direction NE.; 12 noon, velocity 12, direction NE. Movement past 24 hours, 189 miles.
Barometer at 8 a. m., 30.02; dew point at 8 a. m., 65; relative humidity, 8 a. m., 65; absolute humidity, 8 a. m., 6.45. Total rainfall during past 24 hours, 7.

VESSELS TO AND FROM THE ISLANDS

(Special Cable to Merchants' Exchange)

SAN FRANCISCO—Sailed, September 27, 1:30 p. m., S. S. Tenyo Maru, for Honolulu.
SAN FRANCISCO—Arrived, September 27, 10:06 a. m., S. S. Sierra, hence, September 21.

YOKOHAMA—Arrived, September 26, S. S. Nile, hence, September 14.
MENDOCINO—Sailed, September 26, Schooner J. M. F. Griffith, for Honolulu.

PORT GAMBLE—Sailed, September 26, Barkentine Kilikat, for Hilo.
AEROGAMS.

S. S. VENTURA will arrive from San Francisco Monday morning with 60 cabin and 5 steerage passengers; 22 tons general and 40 tons cargo on ice.

S. S. NIPPON MARU sails for Yokohama 5:00 p. m. today.

Philippines May Get Direct Service. MANILA, P. I., Aug. 31.—In a recent communication the postmaster general of the United States expresses the opinion that the postoffice department can do nothing toward the establishment of a direct line of steamers between the west coast of the United States and Manila because of a provision in the ocean mail act of 1891 which limits special rate contracts to vessels plying between the United States and foreign ports.

It has been possible through the operation of this law for the United States government to establish direct steamship and mail service between its own and foreign ports such as Australia, and it was thought that some such arrangement could be made for a direct mail line to Manila.

The proposition has now been advanced that the Philippine Islands have been held by the supreme court of the United States to be foreign territory, and on this point the matter may again be presented to the postmaster general with a renewal of the request for a special rate route. The matter is now in the hands of the merchants' association, by which body it will be finally disposed of.

Lumber Laden, Vessels Race For Hawaii. Departing from Everett, Washington each laden with a full shipment of lumber, the American schooners Spokane and the Taurus are speeding in the direction of the Hawaiian Islands, a wager said to have been made at start, proving an incentive for efforts toward a speedy trip.

The two windjammers are en route to Hilo. The vessels departed from the Sound port nineteen days ago. The arrival of one or both schooners at the Crescent city should be reported a day.

Capt. Charles Peterson, of the Taurus, and Capt. McDonald, of the Spokane, are carrying lumber cargoes from Everett mills. When the Taurus made her last homeward trip she showed class in sailing, and understanding this, Capt. McDonald playfully bet his fellow skipper that the Spokane could beat him to Hilo.

The race now on is interesting local marine men, for the skippers are well and popularly known.

Foreigners Acquiring Merchantmen. Reports of buying and building of commercial vessels received by the marine department of the Chamber of Commerce for the last month show that foreign nations are building up their mercantile marine by the acquisition of many bottoms. The smaller maritime countries, including Norway, Greece and France, are particularly active in securing bottoms for the purpose of commerce, and shipping in England also has taken an impetus which augurs well for sea trade. Although trade by sea suffered a slump for two years, the activity now being manifested indicates that it is coming back into its own. The proximity of the opening of the Panama canal, now more than four-fifths completed, is assigned by shipping men as the reason for the boom. Practically every shipyard of the United Kingdom has received enough orders for vessels to keep them busy for a year or more.—Call.

Skipper Loses License. There are many friends of Captain F. C. Armstrong, master in the steamship Pleiades, at the port of Honolulu who will regret to learn that through the unfortunate experience in going ashore, 12 miles off Port San Lazaro,

PAYS \$2,500 TO WIDOW FOR CAUSING DE MELLO'S DEATH

Edward Cluney Compromises the Damage Suit for \$10,000

Edward Cluney has made a compromise with Mrs. Virginia De Mello for \$2,500, in her suit against him for \$10,000 damages for the death of her husband, and the suits of the five children of deceased are included in this settlement.

After the jurors trying the widow's case had taken their places this morning, E. C. Peters for the plaintiff announced that a settlement had been made. A stipulation of settlement

was thereupon entered, with a confession of judgment in favor of plaintiff for \$2,500, the other five cases being withdrawn. Costs in all six cases are to be paid by plaintiff. W. T. Rawlins for defendant consented to the judgment.

Cluney, in an automobile, ran over the husband of the plaintiff, causing his death, just outside the Kamehameha school gate, on May 16, 1910.

John Watt, who has been confined to his room for several days in consequence of a minor operation, was well enough and vigorous enough to stroll down town yesterday.

CHANGES AT NAVAL STATION

Several navy and marine corps orders arrived today which will considerably change the personnel of the local naval station staff. Officers who have made many friends here during their tour of duty will have to say good-bye and change stations, while others will come to take their places.

Passed Assistant Surgeon James S. Woodward, who has been serving at Mare Island, is ordered here for duty. Whether or not this means that Surgeon George Tucker Smith is to be relieved immediately, is not known. His tour of duty here is about up.

At Camp Ventry there will be some new faces. Lieutenant Edward A. Blair today received orders which take him to the Advance Base School at Philadelphia. By the same mail comes the information that Captain Richard M. Cutts and Lieutenant Francis T. Evans have been ordered to Honolulu. The former has been stationed at Norfolk, Va., and the latter at Mare Island.

As soon as the local marine garrison is strengthened by the arrival of men that have been for a long time promised, the detail at Pearl Harbor will be increased. For some time past a handful of marines have been on duty at the new naval station, to act as a police force and to guard governmental property. The local battalion is so short of men that a short time ago it became necessary to regularize the volunteer bandmen to regular duty, from which they had been excused on account of their musical abilities.

THE FEDERAL COURT. After the following jury was empaneled, before U. S. Judge Clemens this morning, to try Charles Williams for smuggling gin from a vessel in this port, the trial was continued to 9:30 Monday morning:

Allan McKinnon, Harry Auld, Howard D. Bowen, W. W. Goodale, James Wilder, J. G. Spencer, Edwin K. Fernandez, H. Kueby, C. A. Franz, O. H. Walker, M. Vieira, Geo. S. Harris.

Mary Williams came up again for arraignment on the charge of selling liquor without an internal revenue license, but her plea was continued for one week.

Tomorrow will be naturalization day in the Federal Court.

PASSENGERS ARRIVED
Per T. K. S. S. Nippon Maru, from San Francisco.—For Honolulu: None. For Yokohama: Miss G. Garst, J. D. Halliday, Y. Katayama, I. Oura, Mrs. J. A. Rabbitt and infant, Master R. Rabbitt, Lieut. F. F. Rogers, Miss L. Roth, G. Takeda, Dr. I. Tanimura, H. Yamawaki, Miss H. Zurbonsen. For Kobe: Rev. H. Lindstrom, E. L. Neville. For Shanghai: Chang Lai, Mrs. J. B. Davis, Miss E. B. Pelland, A. Glasunov, Rev. J. A. O. Gotteberg, Mrs. J. A. O. Gotteberg, Miss M. N. Kulberg, Kwang Chai, Carl K. Low, Mrs. L. Norris Newman, Miss J. Newman, Mrs. F. J. Raven and infant, Dr. C. M. Lacy Sites, Mrs. C. M. Lacy Sites, Prof. E. Sovick, Mrs. E. Sovick, Miss G. Sovick, Master E. Sovick. For Hongkong: W. S. Boston, 1900 Fong, Miss M. Hodges, Mrs. W. L. Hodges, Mrs. K. L. Johnston, F. G. Keeling, Mrs. F. G. Keeling, O. S. Lee, Mrs. O. S. Lee, S. K. Li, Mrs. S. K. Li, Master Louis Li, Mrs. A. Marsh, G. W. Marshall, Mrs. A. C. Mayer, Miss R. A. McCullough, W. A. Mentzer, Miss F. Plomer, A. N. Quayle, Mrs. H. Sechrist, Mrs. Yung Shee, B. Webb, Mrs. B. Webb.

Per str. Kilauwa, from Kona and Kau ports: P. Mai, D. Kaupoe, Rev. Keala, S. Lazzaro, Miss Hao, Rev. Ti-moto, Miss M. Kalle, S. Kulla, Rev. A. S. Baker, Rev. Yuzui, W. M. Pomeroi, A. Hansberg, A. L. Castle, W. K. Namanu, Dong, W. P. Moralia, F. Costa, R. O. Matheson, E. A. Morton-Smith, Mrs. Fisher, E. W. Ellis, G. L. Hadley, J. A. Crawford, Jno. Taylor, J. Harvest.

PASSENGERS BOOKED
Per T. K. S. S. Nippon Maru, for Japan and China ports.—From Honolulu: J. Armstrong, Mrs. J. Armstrong, Miss A. Cassells, Miss M. Dalton, C. E. Lake, Miss E. Sommer.

Raise Fares of Steerage Passengers. Chinese steerage passenger fares from Victoria, Seattle, Tacoma, Vancouver and San Francisco to ports in China and Japan have been advanced from August 1. The Blue Funnel Line company, operating out of British Columbia ports, and the Oriental Lines terminating at San Francisco, have announced an advance in the rate from \$47.50 to \$51. The Bank Line, Ltd., which has hitherto maintained a rate of \$43.50, has announced that, as a result of the advance made by other lines, a rate of \$47.50 would become effective from August 1.

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TWO 'HIGHER-UPS' IN OPIUM SMUGGLING RING ARE TAKEN

SAN FRANCISCO, Sept. 21.—Customs Inspector Henry Gallagher and Robert Donaldson, assistant marine superintendent of the Pacific Mail Steamship Company, were indicted yesterday afternoon by the Federal Grand Jury on charges of conspiring with David Powers and Emil K. Fiedler to smuggle 600 tons of opium from the steamship Siberia last December.

The indictment recites that Gallagher and Donaldson introduced Powers and Fiedler to the boatswain and the engineer's cabin boy of the Siberia for the purpose of aiding and abetting in the smuggling of opium. The opium was taken ashore the night of December 11th. An investigation by Special Treasury Agent W. H. Tidwell and Surveyor of Customs Duncan E. McKinlay convinced them that the inspectors were not to blame for the contraband getting off the ship.

Fiedler and Powers were arrested at the time, and December 18th Fiedler, while in the Alameda County jail, made a confession to Customs Inspector Joseph Head.

Smugglers Tell Story. Powers and Fiedler were arrested by the Oakland police near Oakland's Chinatown, where they were waiting for the Chinese claimants of the drug to appear and pay them for smuggling it. They were convicted in the United States District Court, and Fiedler was sentenced to four months' imprisonment in the Alameda County jail, while Powers got six months. Powers and Fiedler served out their terms, and recently in response to the importunities of Special Treasury

Agent Tidwell and Customs Lieutenant Joseph Head, both men told all they knew about the affair and implicated Donaldson and Gallagher. They went before the Federal Grand Jury yesterday on the suggestion of the United States District Attorney John L. McNab and repeated the story.

Powers was an employee of the Western Fuel Company and was stationed on board the coal barge Melrose. He says that Donaldson asked him to "stand in" with him in the handling of 600 tons of opium from the Siberia and that Donaldson had previously made similar propositions.

Says Help Was Supplied. Powers finally agreed, and Donaldson, according to Powers' story, took him into the engine-room of the Siberia and introduced him to the engineer's head boy and the engineer's cabin boy, both Chinese, and said that these boys would do the dirty work—that they would handle the stuff.

Powers says that he wanted some help, and Donaldson and Customs Inspector Henry Gallagher was "in on the deal" and would see that the watchmen were not around and would give the necessary signals.

Three hundred and twenty tons were lowered from the top deck of the Siberia to the barge, and when the barge was towed to the Mission dock Gallagher says Powers met them on the dock and stood guard to give the alarm in case any one should leave in sight. Fiedler hired a launch and took the opium off the barge to Oakland Creek, while Gallagher and Powers went over on the Creek ferry-boat and assembled at the meeting place.

SOLDIERS BATTLE IN FRIENDLY RIVALRY ON ATHLETIC FIELD

[Special Star-Bulletin Correspondence] SCHOOFIELD BARRACKS, Sept. 27.—Every enlisted man in the post not on other duty, most of the officers and many of the ladies turned out this morning to witness the quarterly field day, in which the four regiments of the garrison took part. The sports were about the most successful ever brought off at Lelehu, many of the events being keenly contested, and decided by cyclish finishes.

Probably the most spectacular event on the card was the stake driving contest for the Field Artillery, where six horses with their rumbling load are driven between three sets of four stakes each, forming a difficult figure eight, and covering the lanes seven times at speed. This competition, which developed skillful and daring horsemanship, and nicely of judgment, was won by D battery, from E Battery, in the fast time of 1:17 3/5.

The winning team, which knocked down only one stake, was made up of Sergeant Campbell, chief of section; Moore, driver of lead team; Kuhn, swing; Young, wheel.

Six teams entered in the mile relay, first place going to the Third squadron of the Fifth cavalry, with the third battalion of the First Infantry second. Time, 4:03.

The equipment race went to Thornton, of D company, Second Infantry; Jaque, of G company, First Infantry; second, Bosworth, C company, Second Infantry, third.

In the first heat of the tug war the hard-pulling First Infantry team yanked the Fifth Cavalry over the line in 10 1/5 seconds. The second heat was very exciting, the Second Infantry and First Field Artillery pulling the full three minutes, and the latter winning by 5 feet. When the two "doughboy" teams got together the First proved the better, winning in 5 seconds.

The mounted rescue race was won by Corporal Roman and Enyard, I Troop, Fifth Cavalry, Sergeant Lazzaro and Jones of G Troop being second. The three-legged race went to Cor-

poral Edwards and Hummell, Company K, First Infantry. Bonney and Gill, K Troop, Fifth Cavalry, second. Time 13 2/5 sec.

The signal bearer contest for men of the hospital corps went to Sellers in hollow style. Following were the officials of the meet: Referee—Lt. Col. W. Y. Stamper, Second Infantry. Athletic Officer—Capt. E. P. Ordan, Fifth Cavalry.

Judges—Major E. V. Smith, Second Infantry; 1st Lt. N. B. Robkopf, 1st Field Artillery; 1st Lt. D. R. Rodney, 5th Cavalry; 2d Lt. S. W. Schofield, 1st Infantry.

Starter—2d Lt. H. Shekerjian, 1st Infantry. Timers—1st Lt. C. H. Wright, 2d Infantry; 2d Lt. A. W. Hanson, 5th Cavalry; 2d Lt. F. W. Lowley, 1st Field Artillery.

Announcer, 2d Lt. J. C. Hatte, 1st Infantry. A shipment of Hawaii cattle arrived at Honolulu this morning in the I. I. steamer Likiep. This vessel called at Kawaihae, where the animals were loaded. The steamer met with fair weather in crossing the channel.

Democratic candidates are requested to meet in Wally building at 2 p. m. Saturday, September 28. Official notice is published in today's issue of the Honolulu Star-Bulletin.

Mrs. Emma Armitage has filed suit for divorce against Harry Armitage, alleging desertion on his part. They have been living apart for some time.

A boy for errand work is wanted at the Star-Bulletin immediately.

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